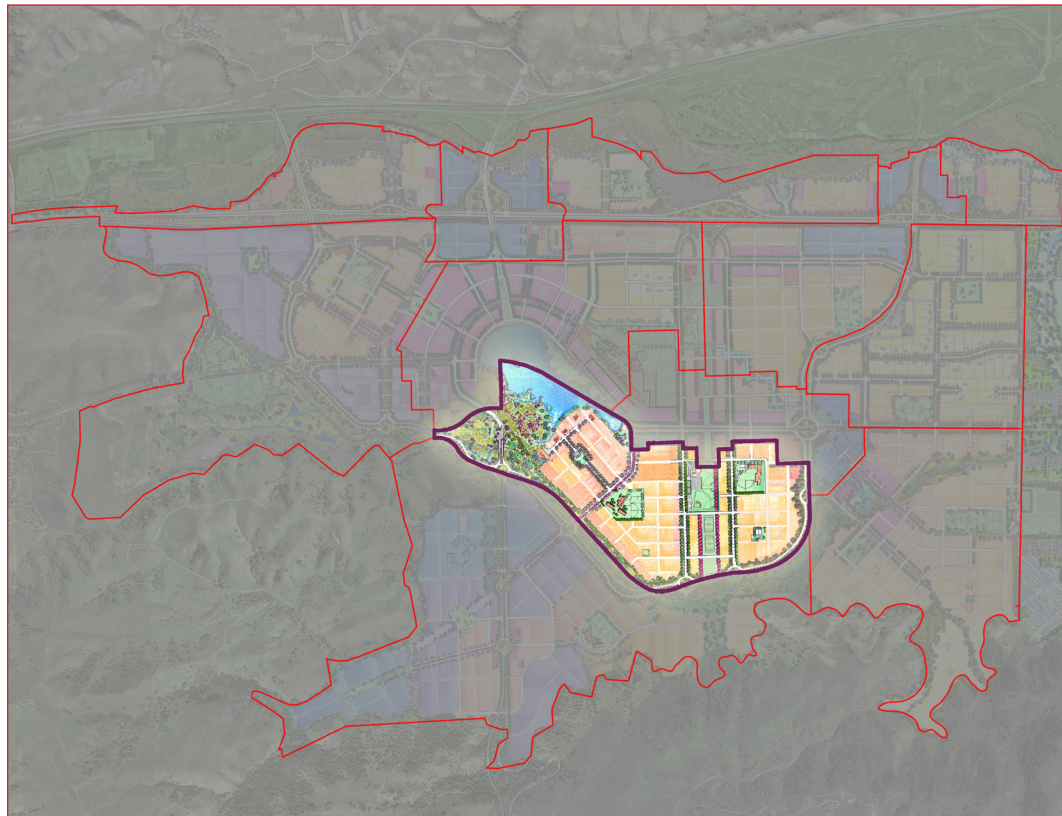


Planning Area J

Overview and Contents

Notes

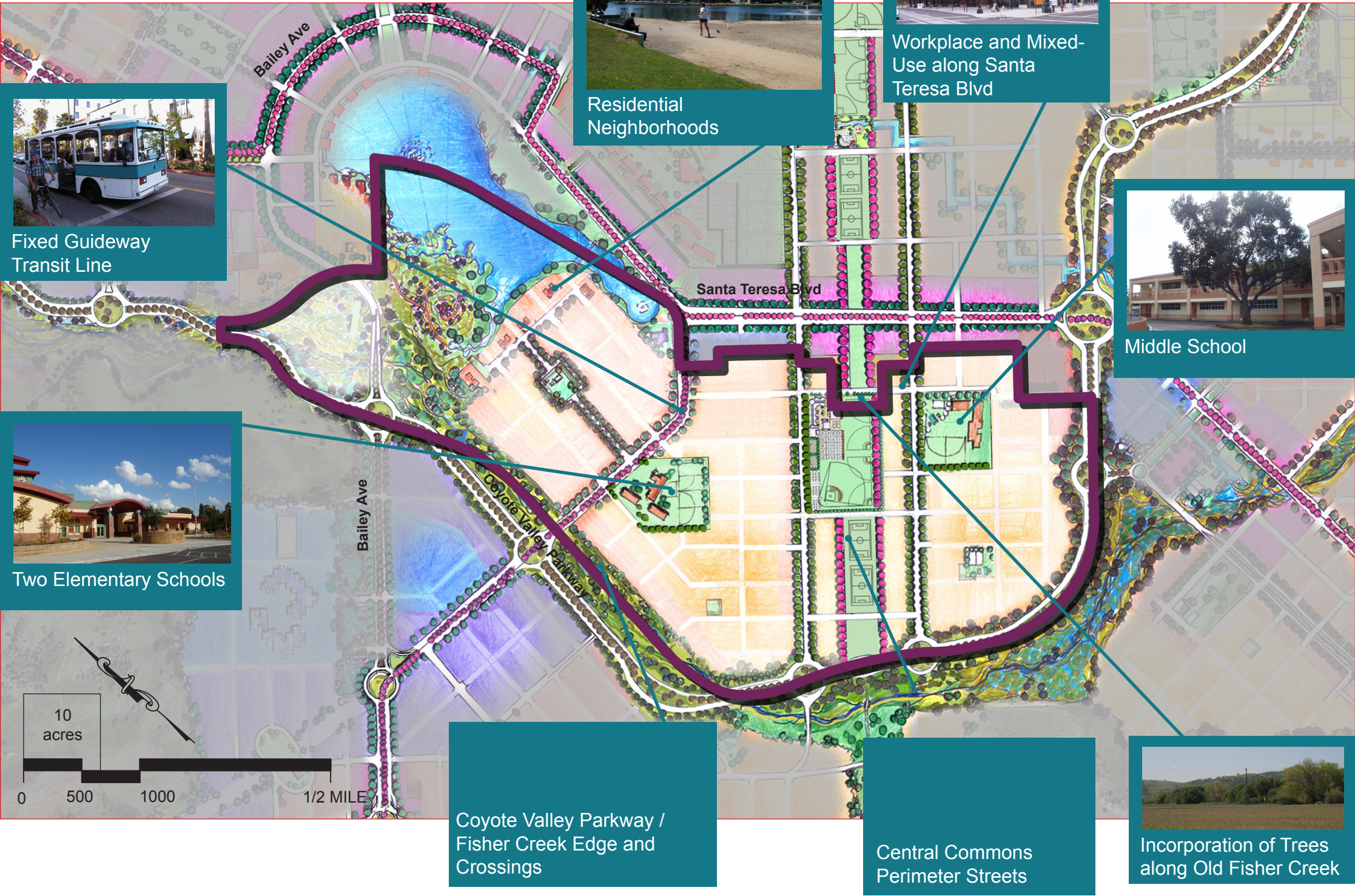


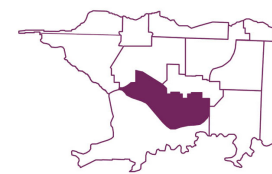
Planning Area J gets its identity from the luxury residential buildings along the west shore of the Lake, its open space edge along the realigned Fisher Creek, and the western Central Commons Park. It stretches around the west side of the Santa Teresa Boulevard urban corridor. This area is a residential neighborhood supported by job opportunities in immediately adjacent Planning Areas G and I. It includes two elementary schools and a middle school.

Overall Development Program	
Expected Industry Driving jobs	0
Required Minimum Workspace for Industry Driving Jobs	0
Required Minimum Residential Units	3,881
Required Minimum Ground Floor Retail and Commercial Space	0

Urban Design Overview	272
Response to Existing Environmental Footprint	274
Public Realm	
Community Facilities	278
Roads and Transit	280
Non-Vehicular Circulation	282
Private Realm	
Connections	284
Land Use	286
Detailed Land Use	288
Minimum Development Target	294
Urban Form	296

Planning Area J
Urban Design Overview





Planning Area J

Urban Design Overview

Notes

Central Commons Perimeter Streets

Flanking the development area on both the north and south sides of the Central Commons, a two-lane perimeter street provides vehicle access between Coyote Valley Boulevard and Santa Teresa Boulevard, with limited left turn pockets. Along the Central Commons side of the perimeter streets, multiple stub streets, lanes and pedestrian paths provide access to this east west cross-valley linear park. Within the Central Commons are middle school playfields, a neighborhood swim center, and night lit soccer fields.

Two Elementary Schools

Elementary schools are considered uniquely important public land use components of CVSP, and especially important as neighborhood centers. Two elementary schools in Planning Area J, serve both this Planning Area and Planning Area I. The schools have both focal terminus monumentation opportunities as well as important travel-by front-ages. They are located in the centers of their residential neighborhoods within about ¼ mile walk of neighborhood children and children living in the Santa Teresa Boulevard Mixed-Use district.

Middle School

One middle school is located in this Planning Area, within the Central Commons. It will provide Little League and Babe Ruth League night lit fields for the community, as well as public park uses when the school is not in session. The school is located within a short work of the fixed guideway transit line that runs along Santa Teresa Boulevard.

Planning Area J's northern most neighborhood enjoys some 1,600 feet of lakeshore plus 1,000 feet of Spreckels Hill Park edge. High-rise residential towers amidst lower luxury town homes overlook a soft, non-commercial public shoreline. The public shoreline walk accesses trails that climb to the top of Spreckels Hill.

Coyote Valley Parkway/Fisher Creek Edge and Crossings

The northern reach of Coyote Valley Parkway links U.S.101 to Bailey Avenue and provides major vehicular access to CVSP's northern workplace areas. Coyote Valley Parkway runs along the western edge of the realigned Fisher Creek to approximately 1,000 feet northerly of the northern Central Commons Perimeter Street where it crosses Fisher Creek and continues around the western and southern perimeter of Planning Area J and extending to U.S.101 at the Coyote Creek Golf Drive interchange.

In addition to crossings at street intersections and roundabouts, three pedestrian bridges will cross the realigned Fisher Creek: one connecting Planning Area J to Planning

Area G; one connecting Planning Area J to Planning Area K; and one connecting the Central Commons to a neighborhood park and western trailhead.

Fixed Guideway Transit Line

The western reach of the fixed guideway transit line splits with the Santa Teresa Boulevard leg and heads west through Planning Area J to a stop about 700 feet west of Santa Teresa Boulevard. Along the Santa Teresa Boulevard leg, it stops at the split, at the Central Commons pedestrian crossing plaza, and just before the roundabout park at Coyote Valley Parkway. All four of these transit stops serve Planning Area J.

Residential Neighborhoods

The Planning Area J residential neighborhoods consist of high-rise density at the Lake edge; medium high density residential along the Central Commons and high density adjacent to the mixed-use districts along Santa Teresa Boulevard; and then transitions to medium densities out towards realigned Fisher Creek.

Incorporation of Trees Along Existing Fisher Creek

The existing Fisher Creek will be replaced with a 300+ foot wide realigned Fisher Creek riparian corridor. Along the existing channel are a number of mature trees that can be retained along a new roadway alignment +/-500 feet southwest of Santa Teresa Boulevard, within the southern elementary school site and along a neighborhood paseo.

Proximity to Workplace and Mixed-Use Along Santa Teresa Boulevard

The Santa Teresa Boulevard mixed-use district is as much Planning Area J's village center as it is CVSP's professional boulevard district. Sidewalks along streets plus the Central Commons provides access to the urban vitality of this grand boulevard.

Proximity to Planning Area G Workplace and Gavilan College

To the west across one of realigned Fisher Creek's transit, roadway or pedestrian/ bike bridges lies the Planning Area G slated for some 12,400 jobs, as well as the proposed Gavilan Community College.

Notes

Planning Area J

Response to Existing
Environmental Footprint



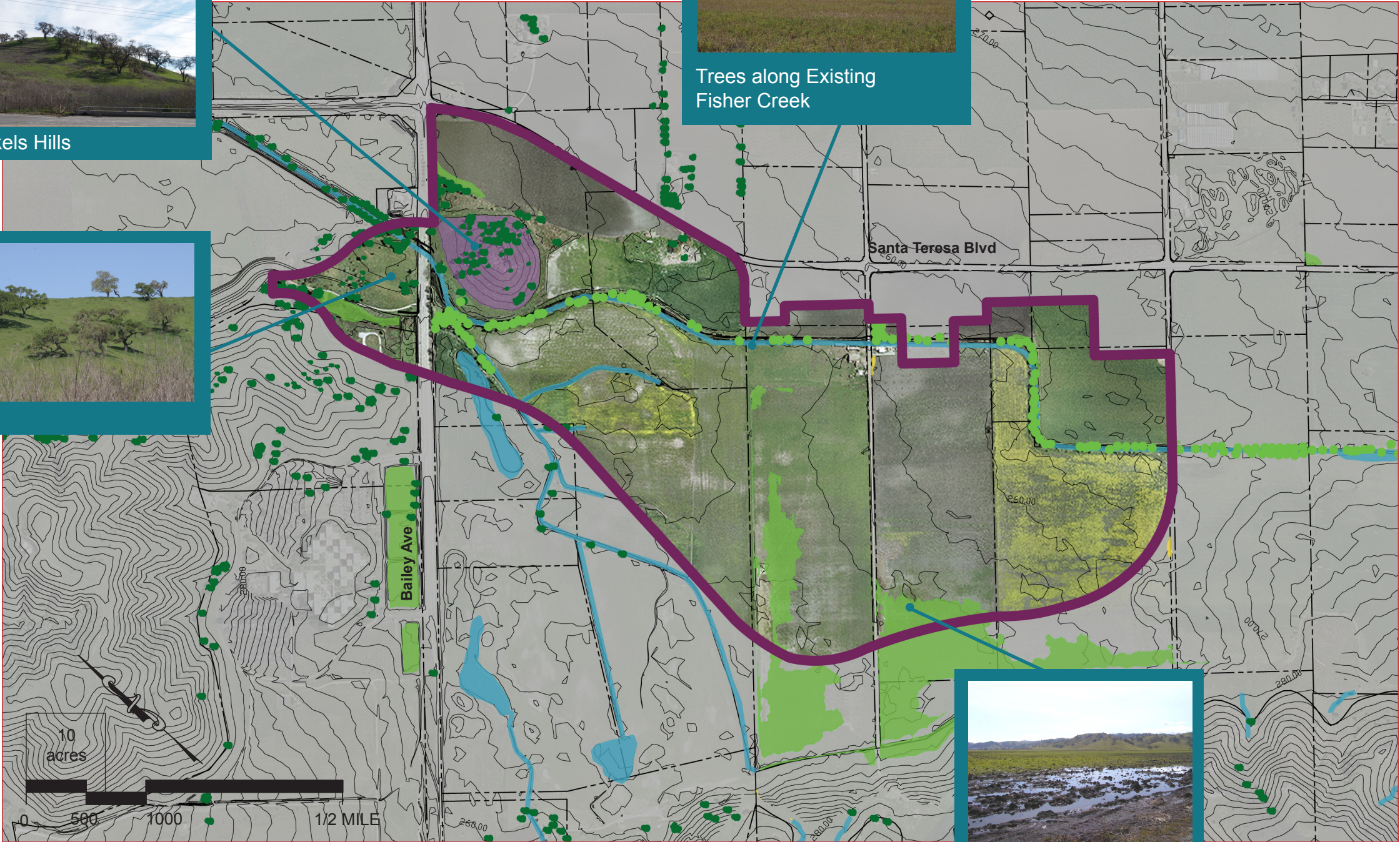
Spreckels Hills



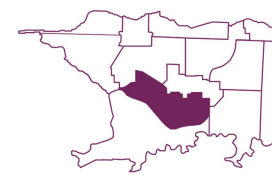
Oaks



Trees along Existing
Fisher Creek



Wetland Areas



Planning Area J

Response to Existing Environmental Footprint

Notes

Spreckels Hill
This small hillock just south of Bailey Avenue contains slopes over 15% and climbs from the Valley floor (elevation 248) to a single peak (elevation 360). By San Jose’s slope policy it is not developable, however, it is isolated from the surrounding hills by Bailey Avenue, and is in the middle the CVSP Urban Area. In addition to Spreckels Hill, there is a smaller hill on the north side of Bailey Avenue that has similar characteristics and environmental concerns as does Spreckels Hill.

Objective O-1
Preserve the two small hills, including Spreckels Hill, located on the north and south sides of Bailey Avenue just west of Santa Teresa Boulevard.

Policy P-1
Require grading, if any, to be sensitive to the natural form and character of these two hills.

Policy P-2
Require the preservation of existing oak trees on Spreckels Hill and the small hill on the north side of Bailey Avenue.

Policy P-3
Prohibit private development from encroaching on either Spreckels Hill or the small hill north of Bailey Avenue.

Depiction D-1
Topographic delineation of the extent of Spreckels Hill and the small hill north of Bailey Avenue.

Depiction D-2
Aerial survey of location of existing oaks and other trees of significance.

Trees along Existing Fisher Creek
Planning Area J is traversed by the existing channelized Fisher Creek. The current location of Fisher Creek was created in the early 1900’s to accommodate agricultural activities by providing greater agricultural drainage. Numerous trees and vegetation can be found along the edges of the existing channelized Fisher Creek.

Objective O-1
Retain mature vegetation to the extent possible.

Policy P-1
Require existing trees along Fisher Creek to be retained in place to reinforce the history of Coyote Valley.

Policy P-2
If existing trees along Fisher Creek cannot be saved in place, encourage the relocation of the trees into the new realigned Fisher Creek riparian corridor.

Policy P-3
Where existing trees are retained in their original location, encourage the incorporation of new trees of the same species.

Depiction D-1
Aerial survey, plus on-site evaluation of existing trees.

Wetland Areas
Planning Area J contains several locations that are classified as delineated wetlands by US Army Corps of Engineering in the western portion of the area.

Objective O-1
Retain delineated wetland areas.

Policy P-1
Prohibit urban encroachment into delineated wetland areas.

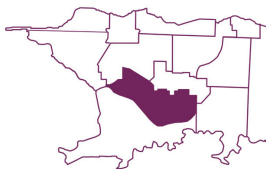
Policy P-2
If wetland habitat areas cannot be preserved in place, appropriate mitigation replacement wetland habitat areas shall be created.

Depiction
Delineation map of wetland areas.

POLICIES

Planning Area J

Response to Existing Environmental Footprint



Oaks

The age, stature, landmark and environmental quality of large single oaks are important parts of the character of Coyote Valley as they are for much of Northern California.

Objective O-1

Protect the historic significance of individual mature oak trees.

Policy P-1

Require existing mature oak specimens to be included in the landscape of urban development.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Depiction D-1

Location of individual oaks in Planning Area J by analysis of aerial photos and preliminary site visit.

Existing Specimen Trees

In addition to oaks, there are other mature trees that exist within this Planning Area in the vicinity of IBM. These trees should be retained to provide a sense of maturity to landscape areas that cannot be found when all new landscaping is provided.

Objective O-1

Preserve existing mature trees.

Policy P-1

Require existing specimen trees to be included in the landscape of urban development.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Depiction D-1

Location of individual specimen trees within Planning Area G by analysis of aerial photos and preliminary site visit.

Cultural Resources

Planning Area J contains locations that have been identified as sites of potential historical archeological or Native American resources. The extent and nature of these sites have not been determined.

Objective O-1

Understand, preserve and protect Coyote Valley's archaeological and particularly Native American cultural resources, as appropriate.

Policy P-1

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of significant archaeological resources shall require an approved archaeological resource impact mitigation program. Such program may include: excavation and preservation in an appropriate facility and or interment.

Policy P-2

Require preparation of an archaeological resource impact mitigation program if archaeological resources are identified outside of known designated sites. Such program may include: excavation and preservation in an appropriate facility and or interment.

Depiction D-1

Archaeological mapping is available to appropriately credentialed individuals through the City of San Jose Planning, Building and Code Enforcement Department.

POLICIES



Planning Area J

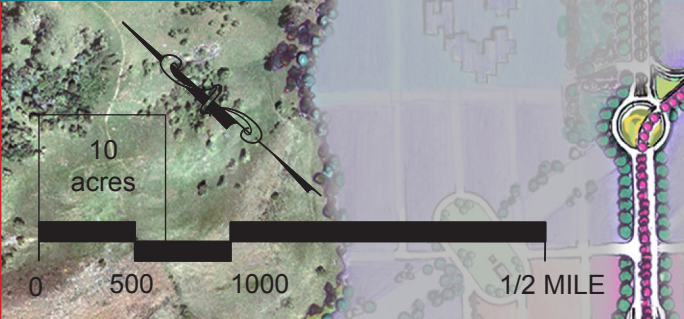
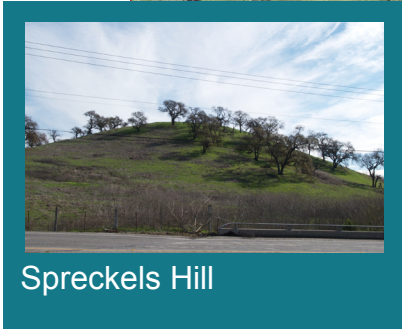
Response to Existing
Environmental Footprint

Notes

POLICIES

Planning Area J

Public Realm
Community Facilities





Planning Area J

Public Realm Community Facilities

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit backbone infrastructure within Planning Area J.

Lake

The Lake, which is also described in Planning Area A and CVSP Chapter 4 Section 4.3.1, will be excavated where Santa Teresa Boulevard and Bailey Avenue currently intersect. The Lake will have a surface area of roughly 55 acres and will serve as a vital component by providing flood storage detention, water quality benefit and irrigation storage.

The Lake will be defined by urban, park, and natural surrounding shorelines totaling roughly 9,500 linear feet in length. The park and natural edges along Spreckels Hill on the west edge of the Lake in Planning Area J will be constructed as environmentally restored areas and parkland shorelines.

The Lake in this area will have a soft park edge situated between the residential high-rise towers and the Lake. The southern leg of the Lake that parallels Santa Teresa Boulevard and terminates in a major fountain feature is also located in this area. The Lake will be a major definer of the northern portion of this Planning Area.

Spreckels Hill

Spreckels Hill is located in the northwest corner of this Planning Area. The base of Spreckels Hill adjacent to the Lake will have a natural environment that provides areas for wildlife habitat and breeding areas for fish. The top of Spreckels Hill will provide grand vistas out over Coyote Valley. A trail to the top of the hill will include areas for seating in natural shade covered settings under the existing oak trees.

Lakeshore Promenade

The lakeshore promenade that is adjacent to the Lake in the Coyote Core will vary in character as it travels around the Lake. The lakeshore promenade along the southern leg of the Lake to Spreckels Hill will be more informal and relaxed.

Elementary Schools and Public Parks

This Planning Area contains two of the community's nine elementary schools. The schools will serve students in the area bounded by Santa Teresa Boulevard and Coyote Valley Parkway, as well as a portion of Planning Area I. The schools will each be on 9-acre site and will include joint use of the playfields for public park uses during non-school hours. Since the schools fields will not be available during school hours, a one-acre public park will be developed adjacent to each school.

The elementary school in the northern portion of this Planning Area is located at the southern terminus of an axial street that has its orientation through the neighborhood park to the Lake. Because of this axial relationship, the buildings on the campus need to be located at the terminus point to create a civic identity for the neighborhood.

Middle School

The CVSP educational component will include numerous schools to meet the needs of families in Coyote Valley. Within Planning Area J, one of Coyote Valley's two middle schools will be located within the Central Commons. This 15-acre campus will serve the needs of half of the seventh and eighth graders for the community. The Central Commons is planned as a green connection between the east and west sides of the Valley. Therefore, it will be necessary that all buildings on the middle school campus be prohibited from being located within the 300-foot open space element of the Central Commons. The middle school will include joint-use of its playfields for public park uses during non-school hours. The middle school fields will be sized to provide for two Little League fields and one Babe Ruth League field. Since these fields will be used for league play, night lighting will be provided for the middle school fields.

Central Commons

A portion of the Central Commons park area is located in this Planning Area. Also, in this portion of the Central Commons are adult soccer fields. These fields will be lighted for nighttime usage.

Neighborhood Park

This neighborhood park is on an axial alignment with the northern elementary school and the Lake creating a strong tie through the neighborhood. Park facilities may include basketball, tennis courts, volleyball, and picnic areas. The park may also include a public swimming pool.

Fisher Creek

Through the majority of Planning Area J, the realigned Fisher Creek will be fronted by residential development. This will be a major amenity for this community in particular and Coyote Valley as a whole. Within the realigned Fisher Creek corridor will be equestrian, pedestrian and bicycle joint-use trails.

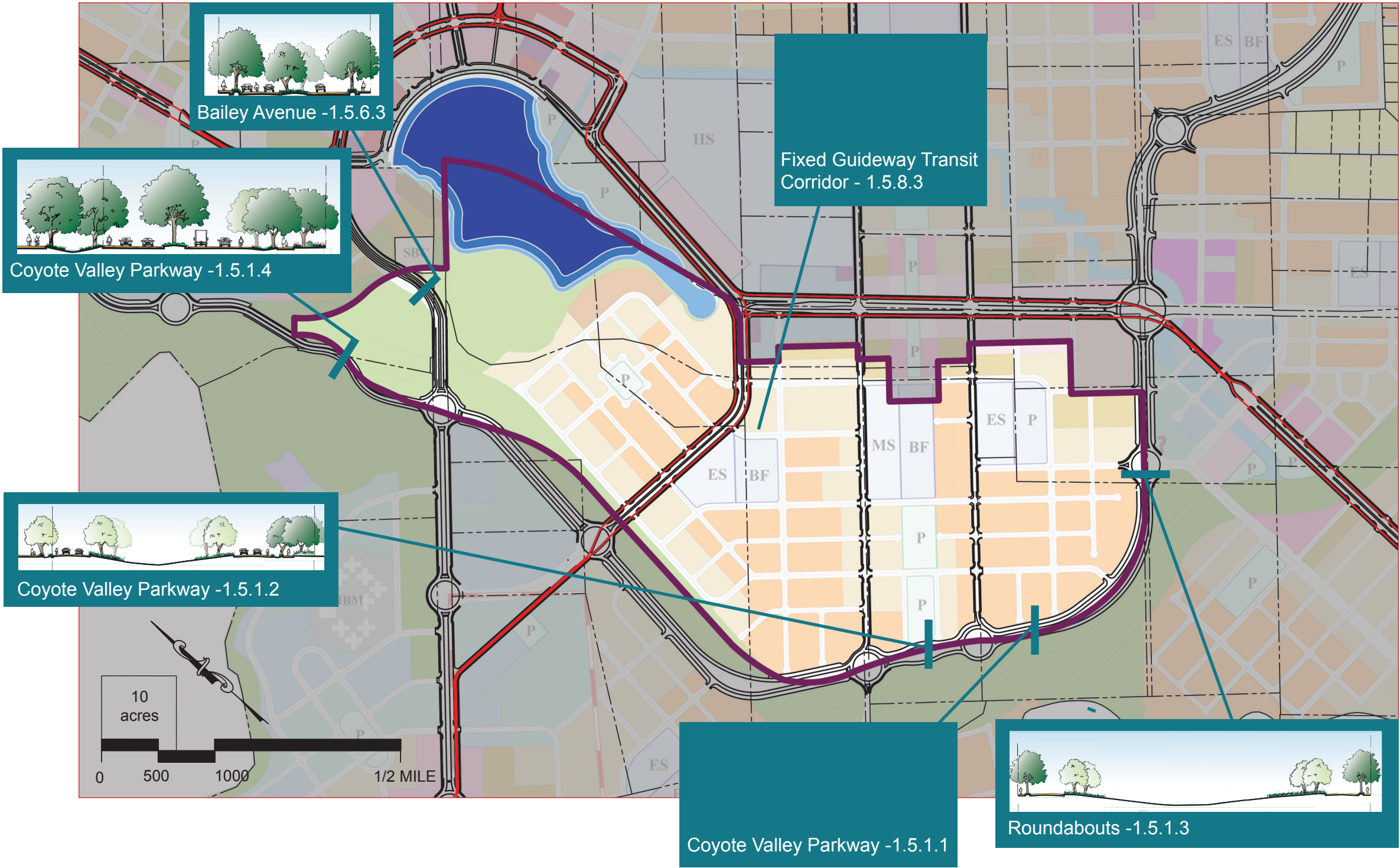
After construction of the realigned Fisher Creek near the Creek's original course in the Valley's western lowlands, the existing Fisher Creek channel will be abandoned and filled as described in Section 9.1.3.

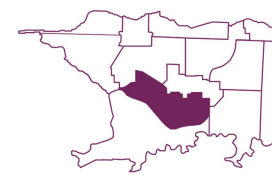
Fire Station

One of the two new fire stations in Coyote Valley may be located in Planning Area J. The exact location of the station will be determined by the San Jose Fire Department.

Planning Area J

Public Realm
Roads and Transit





Planning Area J

Public Realm Roads and Transit

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit backbone infrastructure within Planning Area J.

Fixed Guideway Transit Line

The western leg of the fixed guideway transit network will run through Planning Area J as part of a four-lane street with parking and bike lanes on each side. This street is located in the northern portion of the area and extends from Santa Teresa Boulevard to Planning Area G and its workplace area and the proposed Gavilan College campus. The fixed guideway transit corridor of the street will be included as part of the backbone infrastructure program.

Coyote Valley Parkway

The western edge of Planning Area J is bounded by either Coyote Valley Parkway or realigned Fisher Creek for its entire length. The Parkway will be a four-lane road with bike lanes and sidewalks on each side. No parking will be provided along the Parkway. The section of Coyote Valley Parkway north of Bailey Avenue will have a 14-foot median (see typical section 1.5.1.4.) and 17-foot landscape buffer areas on each side.

From its intersection with Bailey Avenue, the Parkway will continue southerly in the same configuration as the four-lane road described above, but the median will increase 40 feet to provide for stormwater detention and biofiltration areas (see typical section 1.5.1.1.)

Portions of Coyote Valley Parkway will increase in right-of-way to accommodate large storm detention and biofiltration areas. In these sections, the center area of the Parkway may be as large as 120 feet in width (see typical section 1.5.1.2)

Roundabouts

Coyote Valley Parkway will include roundabouts that will move traffic without the need for traffic signals. Four roundabouts are found in Planning Area J. They are located at the intersection with Bailey Avenue, the north and south Central Commons Perimeter Streets and one leading into the workplace area in Planning Area K, near Santa Teresa Boulevard. These roundabouts will provide a continuous flow of traffic and will reduce the speed of travel as vehicles maneuver the roundabouts. The roundabouts will include two-lanes of traffic and bike lanes. The center of the roundabouts will accommodate stormwater detention and biofiltration areas. The typical inside diameter of the roundabouts will be 250 feet (see typical section 1.5.1.3.)

Central Commons Perimeter Streets

Planning Area J contains sections of both the north and south two-way two-lane Perimeter Streets. These streets provide vehicular and pedestrian routes between the east and west sides of the Valley. The northern Perimeter Street will include bike lanes in each direction providing direct access to all of the schools within the Central Commons. Bike lanes are not proposed on the southern Perimeter Street. Parking is also provided on each side of these streets (see typical section 1.5.7.1.)

Bailey Avenue

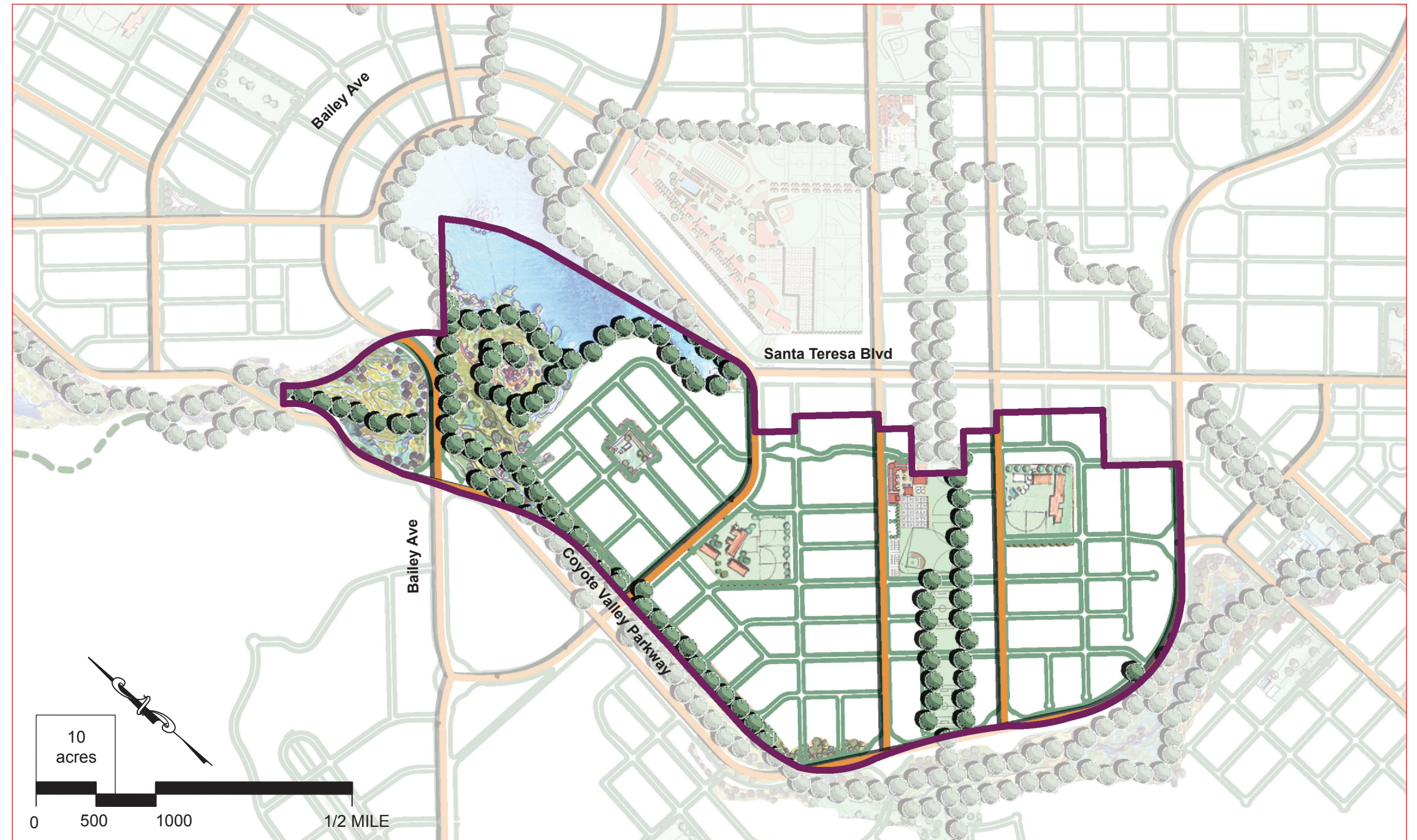
This section of Bailey Avenue will be a two-lane street with parking and bike lanes on each side. The median width will vary between 20 and 40 feet (see typical section 1.5.6.3.)

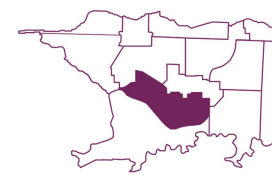
Planning Area J

Non-Vehicular Circulation



Notes





Planning Area J

Non-Vehicular Circulation

Notes

Legend



In-Valley Multi-Use Trail



Sidewalks



Street with Striped Bike Lanes



Proposed Multi-Use Open Space Trail



Existing Open Space Trail

The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

Sidewalks

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

Multi-Use Trails

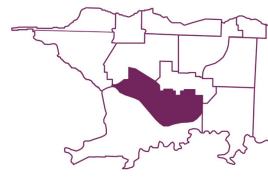
The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestrians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

Bicycle Lanes

Class II bikeways (bike lanes) are provided on all major roads to provide connectivity throughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

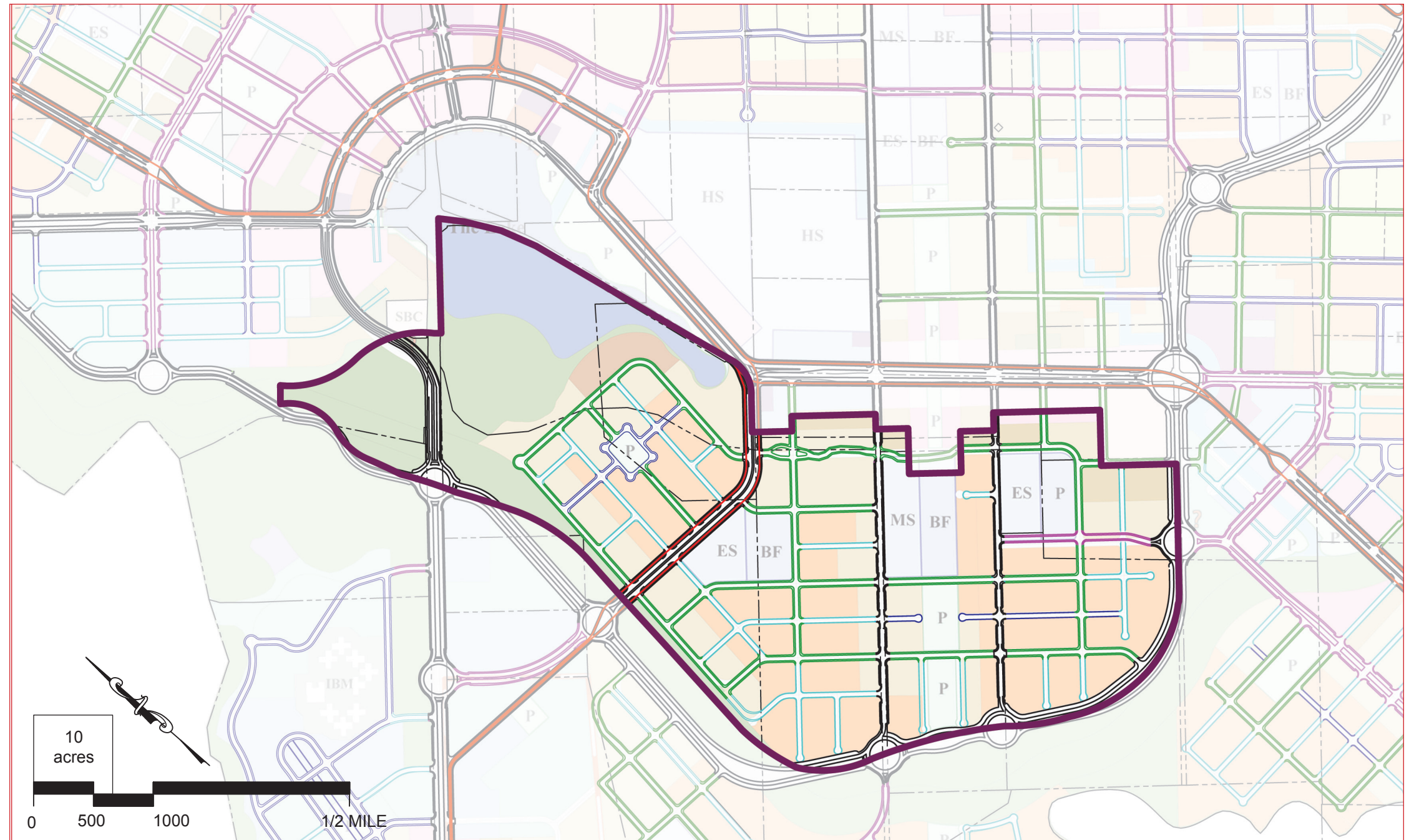
For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

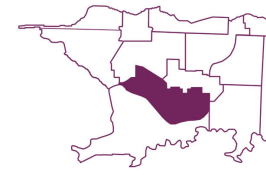
Planning Area J



Private Realm
Connections

Notes





Planning Area J

Private Realm Connections

Notes

Legend



Public Infrastructure Street Network

These streets create the underlying Infrastructure Road Network for Coyote Valley.



Transit

The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:

- Single-side running fixed guideways;
- Double-side running fixed guideways; and,
- Transit stops



Busy Urban Streets

These streets are fixed in their locations. They are designed to:

- Carry fairly high volumes of traffic;
- Provide alternative routes through Coyote Valley;
- Integrate with the urban pedestrian experience;
- Provide primary neighborhood to neighborhood connections; and
- Provide connections to and aligns on civic focal points and public facilities.



Neighborhood Through Streets

These streets are generally fixed in their locations, but may be modified.

They are designed to:

- Provide connectivity through neighborhoods and across Busy Urban Streets;
- Carry local neighborhood traffic; and
- Provides a through street network for in-Valley trips.



Destinations, Connections and Principles

These streets have fixed beginning, destination and property boundary points.

They are designed to:

- Provide routes serving neighborhood and community facilities and destinations.



Block Principles and Patterns

These streets are flexible in their locations. They are designed to:

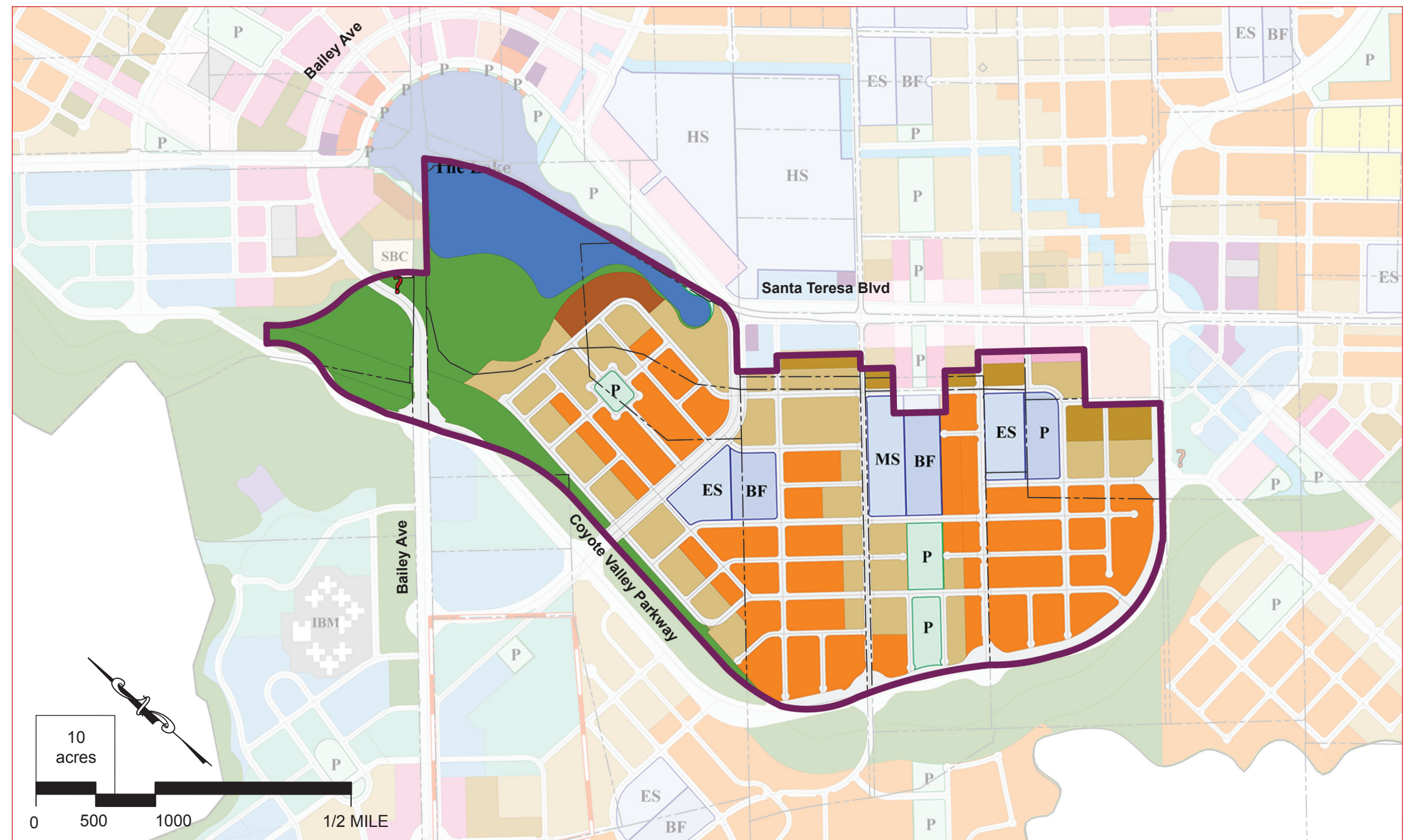
- Provide a neighborhood network of through streets;
- Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

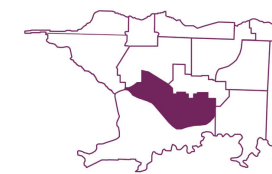
Planning Area J

Private Realm
Land Use



Notes





Planning Area J

Private Realm Land Use

Notes

Legend

Land Use Designation

Residential

- Low Density (5-10 DU/AC)
- Medium Density (10-20 DU/AC)
- Medium High Density (30-45 DU/AC)
- High Density (45-65 DU/AC)
- Mid-Rise (75-100 DU/AC)
- Hi-Rise (100+ DU/AC)

Commercial

- Neighborhood Commercial
- Core/Regional Commercial

Industrial/Workplace

- Research and Development (0.2 - 0.3 FAR)
- Support Industrial (0.2 - 0.3 FAR)
- Campus Industrial (0.3 - 0.4 FAR)
- Industrial Park/Office (1.0 -1.5 FAR)
- Professional/Administrative Office (1.75 - 9.0 FAR)
- Existing Workplace

Mixed-Use

- Live Work/Loft (MU1)
- Office over Commercial (MU2)
- Residential over Optional Office (MU3)
- Residential over Optional Commercial (MU4)
- Hi-Rise Residential over Office (MU5)

Open Space

- Open Space
- Coyote Valley Lake
- Urban Canal
- Coyote Creek Park Chain
- BF Ballfields (Shared Facility)
- P Public Parks (>=1 acre)

Public

- ES Educational (Elementary, Middle, High School)
- District Parking
- Public Transit
- R.O.W.
- Public Quasi Public
- ? Fire Station Locations
- Gavilan Property
- Future Caltrain Station

This Planning Area is a residential area with densities ranging from high-rise at 100+ units to the acre to medium density single-family detached units at ten units to the acre. The area immediately adjacent to the southern edge of the Lake will feature high-rise residential towers, taking advantage of the views out over the Lake, the urban excitement of the Coyote Core and the views to the surrounding hills.

The transit street extending from Santa Teresa Boulevard to Planning Area G will provide locations for three-story residential apartments and condominiums with surface parking and medium density single-family.

This Planning Area includes two elementary schools and one of the CVSP's middle schools. These schools will provide both focal and civic presence to the area. The middle school is located in the Central Commons and will provide opportunities for shared use of play fields for public use after school and on weekends.

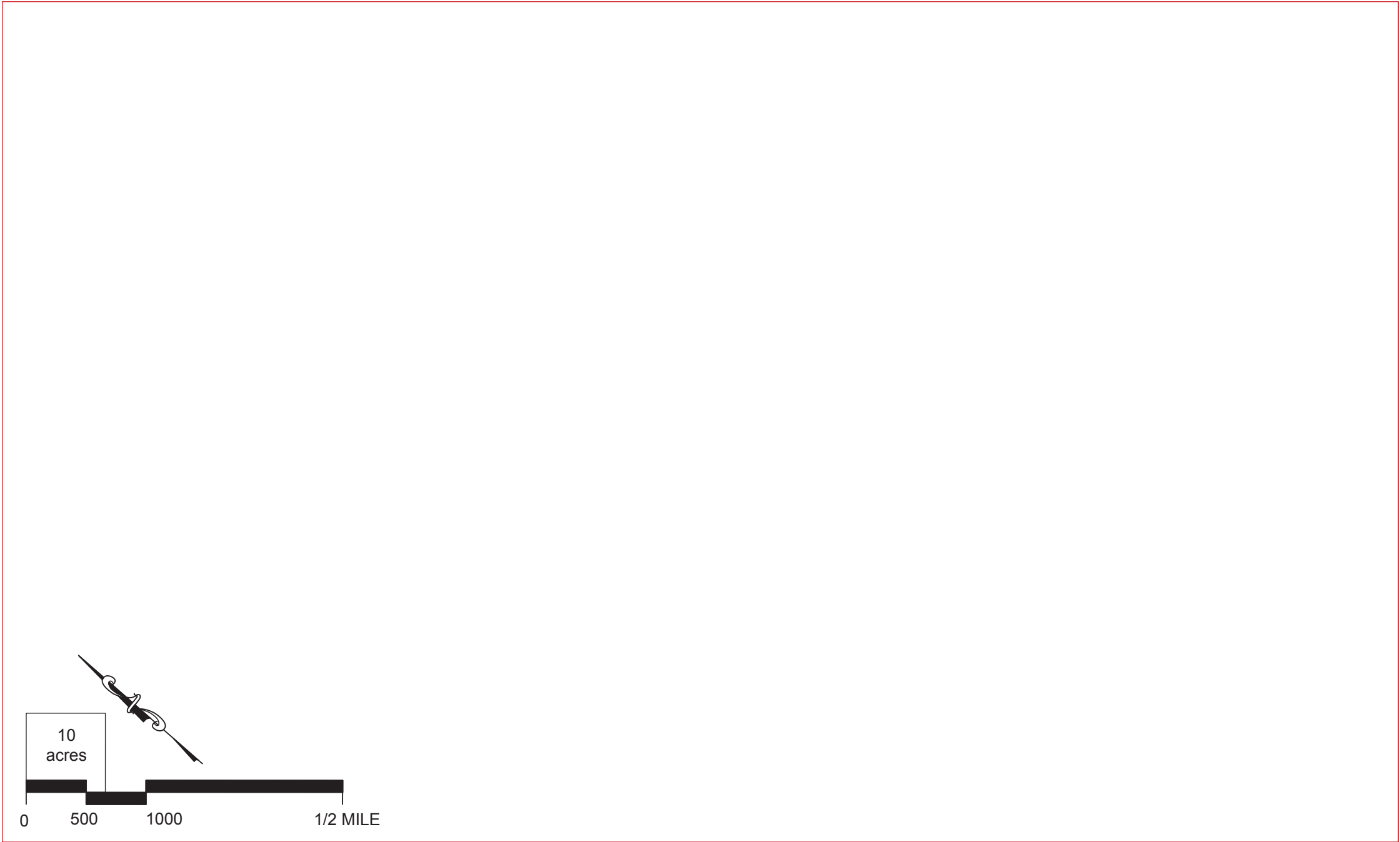
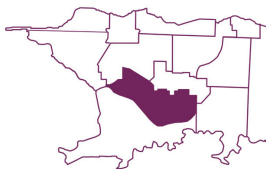
Spreckels Hill, realigned Fisher Creek and Coyote Valley Parkway bound this neighborhood on three sides. This provides a green framework for the neighborhood, providing multi-use trail connections to the surrounding area.

The Central Commons also includes adult soccer fields and open park area for both passive and active recreational uses. The soccer fields and the sports fields on the middle school site will all be provided with lighting for night use.

Notes

Planning Area J

Private Realm
Detailed Land Use





Planning Area J

**Private Realm
Detailed Land Use**

Notes

Planning Area J

Private Realm Residential Building Types



R-1
Multi-family
**Luxury 22-story high-rise
apartments or condominiums**
100 units per acre
Parking in building



R-2
Multi-family
**5-9-story mid-rise
apartments or condominiums**
75 units per acre
Parking in building



R-3
Multi-family
**4-story wood frame
apartments or condominiums**
45 units per acre
Parking below podium or wrapped within building



R-4
Multi-family
**3-story wood frame
apartments or condominiums**
30 units per acre
Surface parking with carports



R-5
Single-family
**3-story town homes or
town home style condominiums**
22 units per acre
Private garages



R-7
Single-family
**3-story single-family
detached cluster homes**
14 units per acre
Private garages



R-8
Single-family
**2-3-story detached
cluster or patio homes**
12 units per acre
Private garages



R-9
Single-family
2-story detached homes
10 units per acre
Private garages



R-6
Single-family
**2-story single-family edge
and transition detached estate homes**
5 units per acre
Private garages



Planning Area J

Private Realm
Workplace Building Types

Notes



W-1
Corporate/Technology Office
4-story with all onsite surface parking (1 space per job)
285 square feet per job
FAR = 0.39



W-6
Downtown Professional Service Office
20-story with off-site district parking (0.6 space per job)
285 square feet per job FAR = 8.5



W-2
Corporate/Technology Office
7-story with 4-story on-site structured parking (0.66 space per job)
285 square feet per job
FAR = 1.4



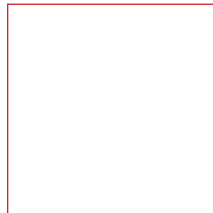
W-7
Downtown Professional Service Office
4-story with off-site district parking (0.6 space per job)
285 square feet per job
FAR = 1.75



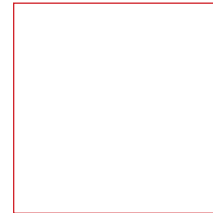
W-3
Corporate/Technology Office
2-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.39



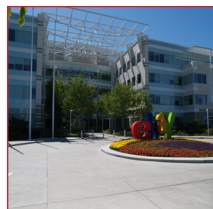
W-8
Downtown Professional Service Office
7-story off-site district parking (0.6 space per job)
285 square feet per job
FAR = 3



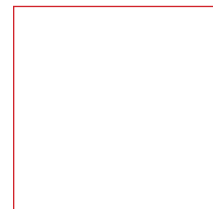
W-4
Research and Development Laboratory
1-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.24



W-9
Light Industrial
1-story with all on-site surface parking (1 space per job)
500 square feet per job
FAR = 0.3



W-5
Corporate/Technology Office
4-story with 4-story on-site structured parking (0.66 space per job)
285 square feet per job
FAR = 1.04



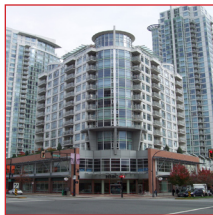
W-10
Manufacturing
1-story with all on-site surface parking (0.6 space per job)
125 square feet per job
FAR = 0.2

Planning Area J

Private Realm
Mixed-Use Building Types



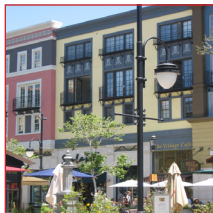
M-1
6-story live work loft/town home
500 square feet per job
District parking for jobs, on-site residential parking
FAR = 1.4



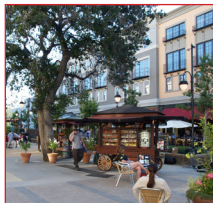
M-2
22-story high-rise
18 floors of residential over 4 floors of office
300 square feet per job
District parking for jobs, on-site structured parking for residential
FAR = 3.6



M-3
6-story live work loft/town home
500 square feet per job
Surface parking for jobs, residential parking in building
FAR = 1.75



M-4
4-story
3 floors office over regional commercial
300 square feet per job
All district parking
FAR = 1.73



M-5
4-story
3 floors office over local commercial
300 square feet per job
On-site surface parking and street parking
FAR = 0.4



M-6
4-story
3 floors residential over regional commercial
District parking for commercial, residential parking in building
FAR = 1.72



M-8
4-story
3 floors residential over optional office
1 job per 3 homes (approximately)
Street parking for office, residential parking in building
FAR = 1.38



M-9
3-story
2 floors residential over optional office
3 jobs per 5 homes
Street parking for office, residential parking in building
FAR = 1.02



M-7
4-story
3 floors residential over local commercial
Surface and street parking for commercial
Residential parking in building
FAR = 1.38

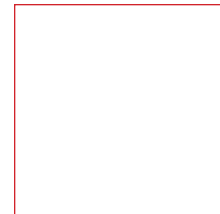


Planning Area J

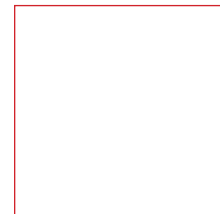
Private Realm
Retail Building Types

Notes

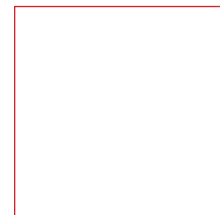
Local Retail



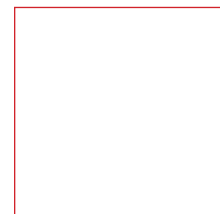
LR-1
Supermarket



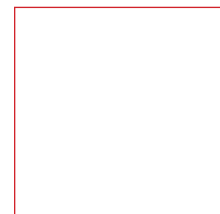
LR-2
Service Station



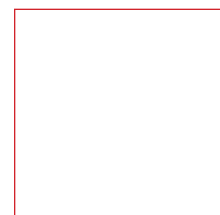
LR-3
Restaurant



LR-4
General Retail

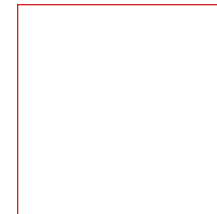


LR-5
Personal Services

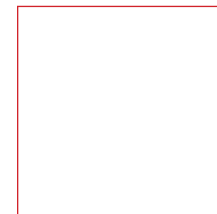


LR-6
Apparel

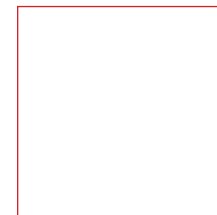
Regional Retail



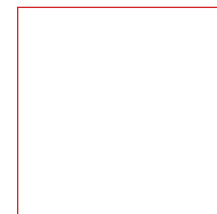
LR-7
Cinema



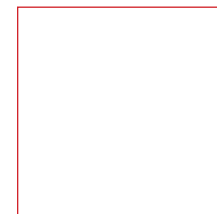
RR-1
Restaurant



RR-2
General Retail



RR-3
Personal Services



RR-4
Apparel



RR-5
Cinema

Notes

Planning Area J

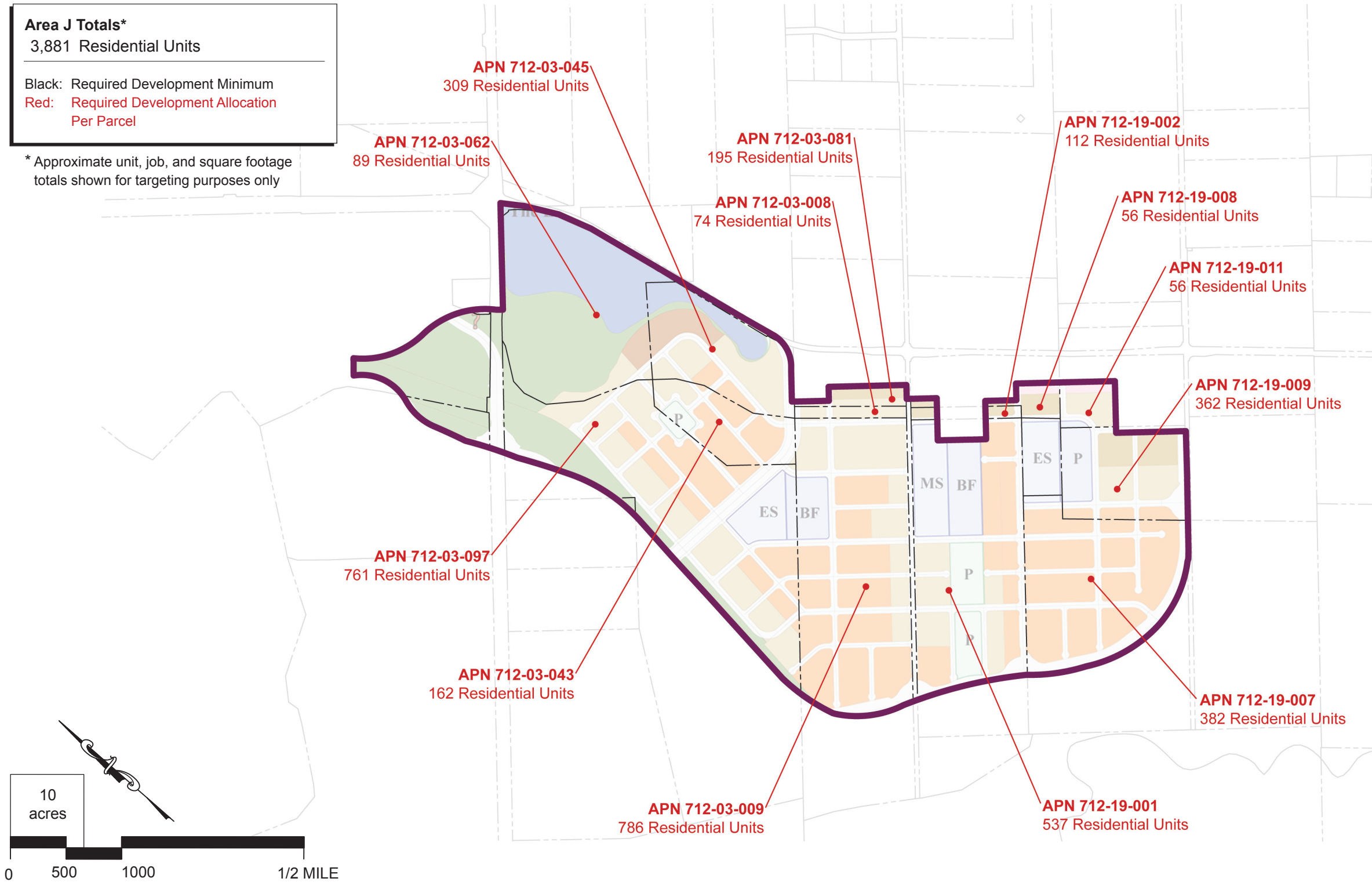
Private Realm
Minimum Development Target



Area J Totals*
3,881 Residential Units

Black: Required Development Minimum
Red: Required Development Allocation
Per Parcel

* Approximate unit, job, and square footage
totals shown for targeting purposes only





Planning Area J

Private Realm Minimum Development Target

Notes

Objective

Implementing the Coyote Valley Specific Plan's ultimate goal of 25,000 residential units and 50,000 jobs requires delicately balanced phasing and placement of these two major components. Based on phasing of its underlying infrastructure, the development of any one planning area will be closely monitored, ensuring that certain specific targets are met at a small scale on the way to developing the project's ultimate goals.

Breakdown and Distribution of Minimum Development

Residential units, industry-driving jobs and commercial space are distributed across planning areas to designate concentrations of workplace and varying densities of residential development on a neighborhood-by-neighborhood basis. The next step is to break these broad distributions down into a parcel-by-parcel minimum requirement to achieve the ultimate build out as envisioned. Based on a detailed study of building types and distribution of uses, this breakdown confirms that ultimate totals can be met, and also provides an initial suggestion of how much of each type of development must occur on each parcel.

Flexibility

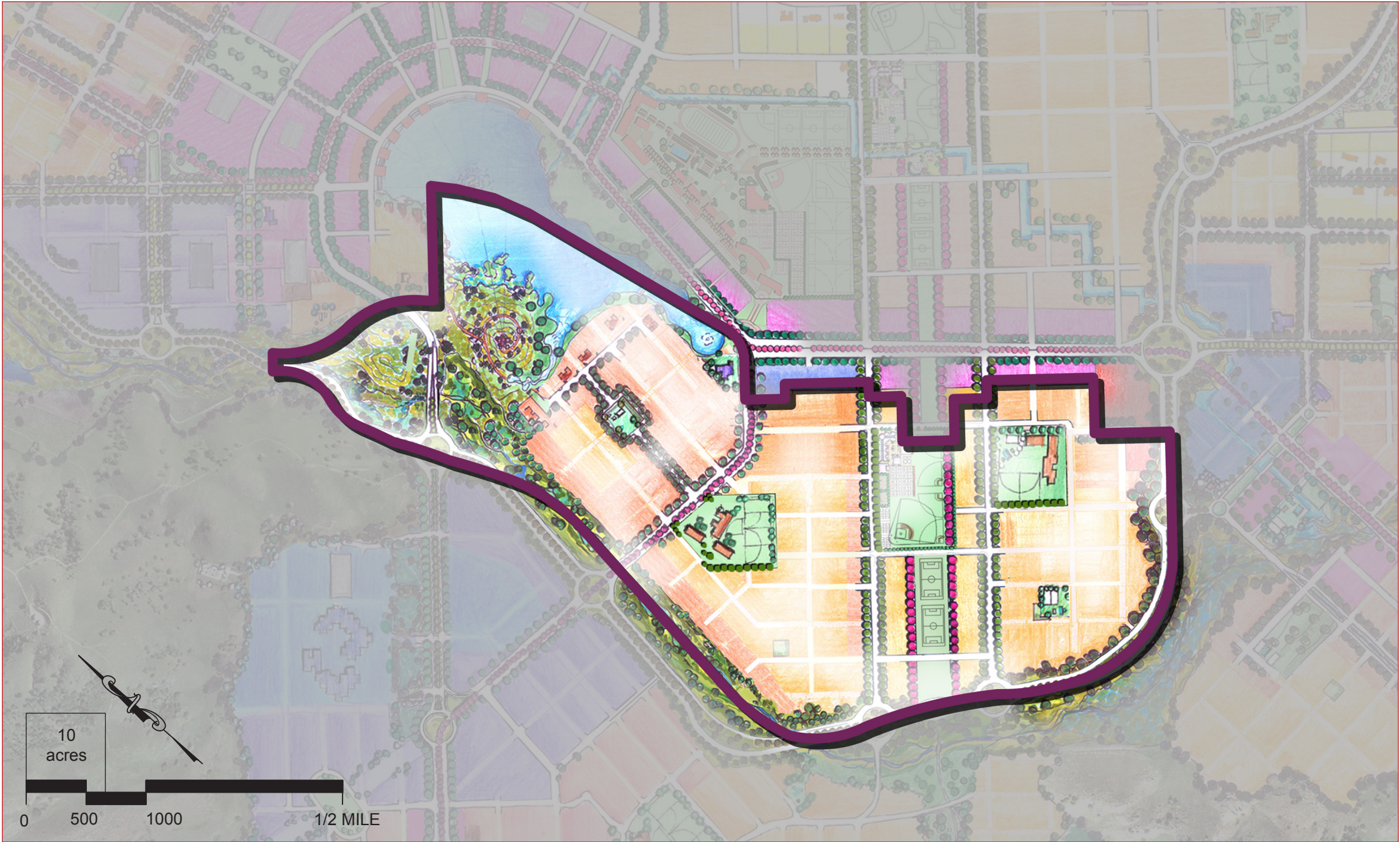
Certain frameworks for development have been established and are fixed. Land uses and overall bulk are carefully regulated by the land use plan and form-based zoning code. However, specific implementation strategies are encouraged to seek a variety of densities, unit sizes, and building types. As such, only overall totals per parcel are provided, in hopes of stimulating creative solutions to meeting these targets. Within each parcel, residential units, industry-driving jobs, and commercial space may be arranged in any number of configurations that yield the required totals.

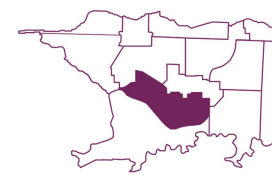
Minimum Development Target for Planning Area J

Planning Area J, where private development will be exclusively residential in character, is home to the Spreckel's Hill open space, a stretch of lakeshore, and a piece of the Central Commons, in addition to two elementary schools and a middle school. The presence of these community facilities dictates the need for a range of residential building types, such as luxury high-rises overlooking the Lake, apartments and town homes along corridors and the Central Commons, and single-family detached houses in pockets that back against landscaped buffers and school sites.

Notes

Planning Area J
Urban Form





Planning Area J

Urban Form

Notes

The following section describes the key land use and urban design objectives and policies that are to shape the pattern of development for Planning Area J, the Lakeside and Western Central Commons Residential Neighborhoods.

Land Use

Policy P-1
Concentration of Density
To maximize transit ridership, reduce auto dependence and maximize land values, concentrate the higher density housing in proximity to the Santa Teresa Boulevard fixed guideway transit corridor and the Lake.

Urban Design

Building Height and Massing

Objective O-1
Building heights and building massing are to be specified to shape a compact, urban skyline, ensure compatibility of scale between residential neighborhoods, and create a civic architectural presence along the Lake, public parks, open space and the fixed guideway transit.

Policy P-1
High-Rise Tower Locations
To shape a compact, urban skyline for the Planning Area J, and shape a distinct center of waterfront residential development adjacent to the Lake, high-rise towers are required to be located only adjacent to the waterfront of the Lake. Towers are to be spaced no closer than the height of the towers, not located on the same block, ensure that more than fifty percent of the sky is available as open space on any street, and not cast significant shadows throughout the day on publicly accessible open spaces.

Policy P-2
Transition in Density and Building Heights
Residential density and building heights shall transition from medium-high density two and three-story building types throughout the majority of Planning Area J to three and four-story building types in proximity to the mixed-use corridor along Santa Teresa Boulevard and up to 22 stories along the southern end of the Lake. High-rise residential towers are required to step back building massing at three stories and encouraged to step back at eight stories. A minimum step back depth is 5 feet.

Transit Accessible Street and Block Pattern

Objective O-2
Maximize transit ridership and ease of access to the fixed guideway transit for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offers multiple routes to and from the fixed-guideway network.

Policy P-1
Maximum Block Size
To create a highly interconnected street network, the location of flexible streets and the shape and size of development blocks are required to be no greater than two and a half acres within Planning Area J.

Policy P-2
Maximum Block Length
To create a highly interconnected street network, block lengths are required to be no greater than 500 feet in length. Block lengths are encouraged to be no greater than 300 feet in length along the Central Commons.

Policy P-3
Alleys and Pedestrian Paths
For residential development blocks, alley access and mid-block pedestrian paseos are required for blocks greater than 350 feet in length to increase pedestrian connectivity to the Central Commons, realigned Fisher Creek and the Lake.

Policy P-4
Street Continuity
Flexible streets are required to align and connect to streets that extend to and from Planning Area J.

POLICIES

Planning Area J



Orientation of Streets and Buildings to Views of the Central Commons, Realigned Fisher Creek and the Lake

Objective 0-3
Reinforce public views to Central Commons, realigned Fisher Creek and the Lake through the alignment and orientation of flexible streets and building frontages.

Policy P-1
Realigned Fisher Creek Edge
A flexible street shall be located along the edge of realigned Fisher Creek, where development is required to face the Creek and is not permitted to back on-to the creek.

Policy P-2
Terminal Vistas to Central Commons, Realigned Fisher Creek and the Lake
Flexible streets intersecting the street along the edge of the Central Commons and the realigned Fisher Creek are encouraged to have terminal vistas to the Central Commons and realigned Fisher Creek.

Policy P-3
Rectangular Street and Block Pattern
Flexible streets are required, to the extent feasible given topographic, land ownership and other constraints, to form a pattern of rectangular streets and development blocks. Flexible streets are encouraged, to the extent feasible, to have a 3:2 length-to-width ratio. In order to maximize views and access to open space, transit and mixed-use retail, the shorter block widths are encouraged to be oriented to the Central Commons, and the Lake with mid-block connections along the Santa Teresa Boulevard blocks.

Curvilinear layouts shall be acceptable when designed to interconnect the street network along the Lake and the Coyote Valley Parkway and are to produce terminal vistas to parks and open space. Every effort shall be made to ensure that terminal vistas of streets end in open space, civic buildings or buildings of architectural interest.

Policy P-4
Street Continuity
Flexible streets are required to align and connect to streets that extend throughout Planning Area J, Planning Area I and across the fixed guideway transit street connecting the Lake and Central Commons west neighborhoods together.

Vibrant Streets and Public Spaces

Objective 0-4
Create a rich pedestrian environment that enlivens streets and activates public spaces by providing ground floor uses and street frontages that relate to the unique spatial characteristics of the adjacent public space or street.

Policy P-1
Required Street Frontage Types
Planning Area J is comprised of the street frontage types which describe the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

1. Central Commons Frontage
Buildings located along the Central Commons and streets fronting the Central Commons are required to orient building facades to face the park, with entries and porches providing access to the Central Commons. Parking is required to be located at the rear of lots away from public view.

2. Lake Frontages
Buildings located along the Lake and streets fronting the Lake are required to orient building facades to face the Lake, with entries and porches providing access to the lakefront. Frontages are to include residential lobbies with architectural entrances and building common areas. Parking is required to be located away from public view.

3. Neighborhood Park, Shared Park and Elementary School Frontages
Buildings located along the two shared park and elementary schools are required to orient building facades to face the parks and elementary schools with entries and porches providing access to the street. Frontages are to include residential lobbies with architectural entrances, building common areas, or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street. Parking is required to be located at the rear of lots.

4. Coyote Valley Parkway Frontages
For sound attenuation and to create a visually attractive landscape edge along the Parkway, a landscape berm is required that does not have sound walls visible from the Parkway. Alternatively, higher density residential development is required to have a minimum 20-foot landscape setback along Coyote Valley Parkway.

POLICIES



Planning Area J

Notes

5. Realigned Fisher Creek

Single-family residential buildings located along the realigned Fisher Creek are required to orient building facades to face the creek, with entries and porches providing access to realigned Fisher Creek. Parking is required to be located at the rear of lots away from public view.

Objective 0-7

Landscape Character of Lake Edge

Ensure that lakefront plantings are a natural, emergent, plantings that provide a visual screen and habitat edge to the Lake around the base of Spreckels Hill.

Landscape Edges and Transitions

Objective 0-4

Reinforce the landscape character of Spreckels Hill by requiring the landscape edge along private development to preserve the existing oak trees and native plant communities and integrate into the natural hillside below the 15 percent slopes.

Policy P-1

Continuity with Native Plant Communities

New development is encouraged to incorporate native tree, shrubs, and flowers adjacent to Spreckels Hill.

Objective 0-5

Recall Agricultural Landscape Character of Coyote Valley

Recall the agricultural landscape character of Coyote Valley by pattern and species of plantings.

Policy P-1

Introduce Cross Valley Hedgerows

Street tree plantings along the Central Commons are to be tall, columnar species, planted in a continuous, tightly spaced pattern that creates a windbreak across the Valley floor in the east to west direction.

Objective 0-6

Landscape Compatibility with Fisher Creek Riparian Habitat

Require appropriate riparian plantings that protects the biological and scenic integrity of the Fisher Creek riparian habitat.

Policy P-1

Extent of Landscape Compatibility Area

Park, street tree and yard plantings adjacent and visible to and from the creek are required to be appropriate and compatible species.

POLICIES

Notes